

PROJECT SCHEDULE

The Environmental Assessment is available for public review now. Following this meeting, FHWA will be accepting and addressing comments received by September 18, 2006. Following that process, FHWA will prepare a decision document. If FHWA recommends a build alternative, it is expected that right-of-way acquisition, permits, and design could take one to two years. Construction could take another two years. In summary, absent unforeseen circumstances, the facility could be open in late 2009.

AGENCY/GROUP STAKEHOLDERS

- Federal Highway Administration
- US Army Garrison Fort Belvoir, Directorate of Public Works (DPW)
- U.S. Army Surface Deployment and Distribution Command, Defense Access Road Program
- U.S. Army Corps of Engineers, Baltimore District
- U.S. Army Corps of Engineers, Humphreys Engineering Center Support Activity
- Fairfax County Department of Transportation
- Virginia Department of Transportation
- Citizens Task Force

CONTACTS

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THE EA/4(F) EVALUATION ARE AVAILABLE AT:

http://www.efl.fhwa.dot.gov/planning/active_projects_rhtrc.htm

NOTES



Richmond Highway – Telegraph Road Connector Environmental Assessment and Section 4(f) Evaluation Richmond Highway (U.S. Route 1) - Telegraph Road (VA Route 611) Fairfax County, VA

**Project
Presentation
At 7:00 P.M.**

Public Hearing

Thursday, September 7, 2006

Mount Vernon High School Cafeteria

Alexandria, VA 22309

6:00 to 9:00 PM

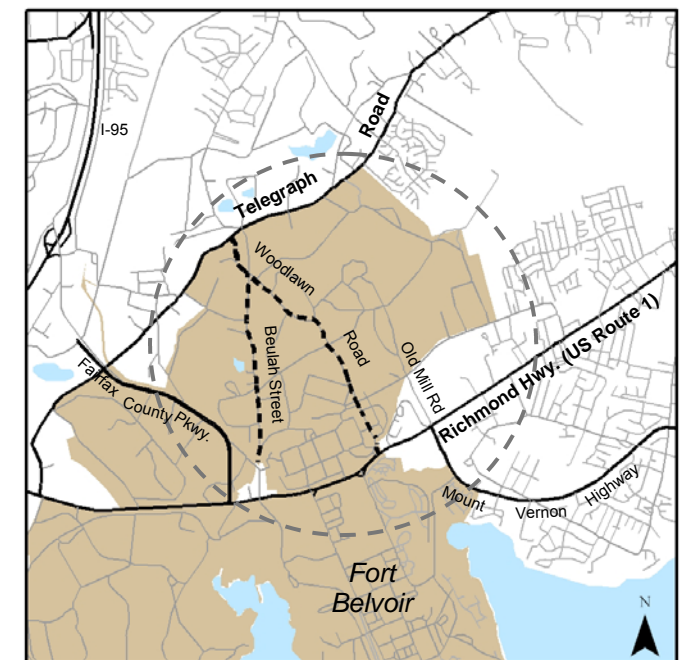
MEETING PURPOSE

- Allow the public to review the Environmental Assessment (EA) and draft Section 4(f) Statement prepared by the Federal Highway Administration (FHWA).
- Allow the public, in an open forum, to discuss the project with FHWA representatives and key agency stakeholders.
- Provide update on project activities since the October 2005 public meeting.

PROJECT PURPOSE

In simplest terms, the purpose of the project is to replace the once-public access provided by Woodlawn Road and Beulah Street between Richmond Highway and Telegraph Road (VA Route 611). The Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is the lead Federal agency for this EA. FHWA is working closely with DoD, VDOT and Fairfax County to complete this study.

PROJECT STUDY AREA



PROJECT BACKGROUND

In 2001, the U.S. Department of Defense (DoD) enhanced security precautions at Fort Belvoir. As part of these security measures, Fort Belvoir closed both Woodlawn Road (VA Route 618) and Beulah Street (VA Route 613) to the general public. These roads had provided access between Telegraph Road and U.S. Route 1. Commuters and residents without DoD decals can no longer utilize these connections.

This study for the Richmond Highway-Telegraph Road Connector Environmental Assessment (EA) evaluated a number of alternatives to replace public access restricted by the closing of Woodlawn Road and Beulah Street within the Fort.

Your Comments are Welcome !

Formal comments on the EA/4(f) can be made by:

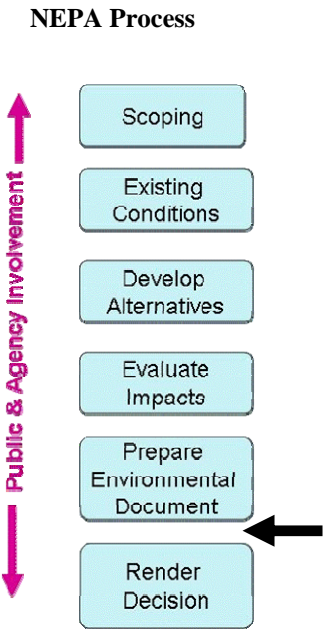
- ✓ **Filling out the “Comment Sheet”**
- ✓ **Mailing separately before September 18th**
- ✓ **Providing oral testimony to the Court Reporter**

This handout provides complementary information to tonight’s meeting. It explains the National Environmental Policy Act (NEPA) process (which guides the current study), provides a summary of project activities since the last public meeting, as well as a project schedule, contacts, and other sources for information on the project.

NEPA PROCESS

This Environmental Assessment (EA) is being undertaken in accordance with the National Environmental Policy Act (NEPA) of 1969, and applicable Council on Environmental Quality (CEQ) regulations. NEPA requires the examination of potential impacts to the social and natural environment and an evaluation of alternatives when considering approval of proposed federal actions. Measures necessary to mitigate adverse impacts are incorporated into the study. Public participation is also a component of the study. The FHWA uses the NEPA document to make a decision on how to proceed with a project.

The graphic below illustrates steps in the NEPA process. FHWA is currently at the public review stage for the environmental document:



The EA was distributed on July 31, 2006. Copies of the report are available at the project website: http://www.epl.fhwa.dot.gov/planning/active_projects_rhtrc.htm and at the Kingstowne and Sherwood Regional Libraries. Public Review copies are also available at Supervisor Hyland and Kauffman’s offices. **FHWA will be accepting comments at tonight’s meeting, and until September 18, 2006.** Email and written comments can be sent to Jack Van Dop, at the address or email provided on Page 4.

NEPA regulations can be found at 40 CFR 1500 et. seq. Other relevant regulations and procedures for preparing environmental documents, other applicable laws, Executive Orders, and regulations are also being followed.

PUBLIC COMMENT

The October 2005 Public Information Meeting solicited a range of public comment from meeting participants. Through a written survey and feedback received directly at the meeting, the Project Team compiled the comments, and broadly grouped the comments into these categories:

- BRAC and project coordination efforts
- Preferences for Connector Road “Alternative C”
- Avoiding impacts to cultural resources in the study area
- Avoiding environmental impacts
- Additional traffic and congestion concerns
- Configuration of the road and intersections

CITIZENS TASK FORCE

County Supervisors Gerry Hyland and Dana Kauffman created a Citizen’s Task Force for the project after the first public meeting in February 2005. The Task Force consists of eight residents from the two affected planning districts. Project Team representatives and the Task Force have held several meetings on project activities including options for the Richmond Highway/Old Mill Road/Mount Vernon Highway intersection, traffic studies, and other coordination efforts.

TRAFFIC DATA

Traffic forecasts have been prepared for Year 2010 and 2030 traffic at intersections and roads near to the study area. The forecast estimates future traffic with and without the construction of a Connector Road. Technical assumptions for the forecasts included:

- Use of the latest regional travel demand forecasting model by the Metropolitan Washington Council of Governments (MWCOC).
- Land use assumptions as defined in the Fort Belvoir (Draft) Master Plan in April 2005
- Traffic associated with the future National Museum of the U.S. Army.
- Planned transportation improvements from the region’s approved Constrained Long Range Transportation Plan.

Based on the forecasts, traffic is not expected to increase on Richmond Highway or Mount Vernon Memorial Highway over no-build conditions. Replacing Woodlawn Road and Beulah Street access pre-dates and is unrelated to the decisions related to the Base Closure and Realignment Commission’s (BRAC) recommendations. Siting analysis continues for specific locations for the approximately 21,000 jobs to be relocated to Fort Belvoir due to BRAC.

OTHER PROJECT COORDINATION

FHWA is coordinating with others on several proposed and active projects in the study area, including:

- National Museum of the U.S. Army
- Potomac Heritage National Scenic Trail
- U.S. Route 1 safety improvements
- Telegraph Road Improvements

INTERSECTION CONCEPT

At the intersection of Richmond Highway, Mount Vernon Memorial Highway and Old Mill Road, FHWA is recommending several modifications/improvements:

- Shifting Mount Vernon Memorial Highway away from the Woodlawn Plantation stables property.
- Shifting Old Mill Road south to align with Mount Vernon Memorial Highway.
- Providing a meandering shared-use path interior to the Woodlawn Plantation property to increase opportunities for pedestrians and bicyclists to experience the historic resource.
- Adding two lanes and a median (for turning lanes) on Old Mill Road.
- Eliminating the awkward off-set five-way intersection of Old Mill, Mount Vernon, Richmond Highway and the Woodlawn Plantation driveway.
- Providing a new entrance driveway to Woodlawn Plantation.
- Providing a new shared-use path as an extension of the National Park Service’s Potomac Heritage Scenic Trail.
- Providing turn lanes and storage capacity on Richmond Highway in order to improve the intersection’s traffic movement and level of service.
- Reducing delays during the peak-hour by approximately 100 seconds from no-build conditions.

Intersection Concept



HISTORIC PRESERVATION

SECTION 106 PROCESS

This project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended. This section of the law requires a sponsoring federal agency (FHWA) to “take into account the effect of [an] undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places.”

As the lead federal agency, FHWA must consult with interested parties, including the Virginia Department of Historic Resources (DHR), to determine the nature of these possible adverse effects and any action to resolve them. In addition, FHWA must also confer with local government agencies, organizations and other interested parties.

FHWA has determined that a few known historic properties may be adversely affected by the proposed project. These include Woodlawn Plantation (a National Historic Landmark), the Woodlawn Historic District (eligible for listing in the NRHP), and Pope-Leighey House (listed in the NRHP). In addition, known and potentially significant archaeological sites may be affected by the proposed project.

FHWA has worked with Consulting Parties and DHR to minimize project impacts and mitigate adverse affects on cultural resources. These strategies will be incorporated into a Memorandum of Agreement (MOA) that will guide FHWA through the design and construction of the project. The agreed-upon strategies will be carried out under the terms of the MOA before and during project implementation.

FIELD WORK

The project team has undertaken a variety of field work efforts. This work has involved the collection of environmental, cultural resource and topographic data in the study area including:

- Threatened and Endangered Species Habitat
- Wetland Delineation
- Topographic Survey work
- Site Reconnaissance
- Noise Data
- Intersection Layout
- Hazardous Materials